

STATE FREIGHT ADVISORY COMMITTEE



Maryland State Freight Advisory Committee

Date: Monday, June 8, 2026 | Time: 10:00 a.m. – 11:30 a.m. EDT

Virtual Meeting on Microsoft Teams

Agenda

- » **SFAC Introductions** (10 min)
- » **State Freight Plan** (60 min)
 - **Maryland State Freight Plan Updates and Schedule**
 - **Maryland SFP Survey Discussion**
- » **Roundtable** (15 min)
- » **Next Meeting / Wrap Up** (5 min)

Attendees

NAME	AFFILIATION
Amadou Seck	MDOT (TSO)
Aubrei Barton	MDOT (TSO)
Aviva Klugh	MDOT (TSO)
Axel Carrion	UPS
Bihui Xu	Maryland Department of Planning
Brett Ripkin	Jacobs
Brian Miller	MPA
Jasmine Champion	US DOT/FHWA
Duane Pearce	
Brian Hammock	CSX
Jacqueline Thorne	MDOT (TSO)
Janie Nham	Metropolitan Council of Governments
Jill Lemke	MDOT (MPA)

John Ashbridge	Carload Express
Erik Johnson	VDOT
L'Kiesha Markley	MDOT (SHA)
Louis Campion	MD Trucking
Mike Tetler	Carload Express
Ray Moravec	MDOT (SHA)
Harry Romano	TTI
Dan Seedah	Jacobs
Kipp Snow	UMBC
Vinn White	MDOT (TSO)
L.D. White	TTI

*Bold = SFAC Member

Meeting Minutes

Welcome

Vinn White, MDOT The Secretary's Office (MDOT TSO) gave opening remarks to kick off the June Maryland State Freight Advisory Committee meeting. He welcomed everyone on the call and did a roll call for the SFAC members.

Maryland State Freight Plan

Aviva Klugh, MDOT TSO Strategic Planning Manager. The Maryland State Freight plan was last updated in 2026, next update needs to be done by late August 2026 and approved by USDOT OST by 12/4/2026. IIJA identifies 17 federally required elements for an SFP which will serve as the foundation for the Maryland update. Aviva introduced the survey and it's goal to provide feedback, provide additional input, and rank the importance of various objections under each goal.

Maryland State Freight Plan Survey #1

Brett Ripkin, Jacobs Engineering and State Freight Plan team member. Brett gave an update on the first survey for the Maryland State Freight Plan update. As of June 5th, there were 110 responses to the survey so far. Survey takers commented that they wanted more safety-related objectives which should be considered, and there was general support for objectives that reduce freight impacts to local communities and environment. From the initial survey results, Brett mentioned a few responses reacted to the term "move freely" in the vision statement.

An SFAC attendee, **Nicole Katsikides**, discussed a positive viewpoint for including the term "sustainable economic viability" and as it relates to the successful work with the Port of Baltimore.

Staff encouraged the attendees to think about the specific word choices proposed in the vision statement. For example, the term “network” could imply a more physical footprint while using the term “system” could imply a slightly different interpretation.

Staff requested attendees to give a “thumbs up” to generally approve of the vision statement. There was an overall positive response to the proposed vision statement.

Moving on to goal one, Brett shared that initial survey responses mentioned a few missing objectives such as integrating the transfer facilities and the specific backups. Staff requested that SFAC members look beyond what is currently listed to identify any gaps. **Nicole Katsikides** mentioned reference to adoption of new technologies to enhance safety such as automated features that could positively impact trucks.

There was general discussion around safety including fleet safety monitoring program(s) truck fleets on highways, theft around cargo, and cybersecurity.

Staff requested attendees to give a “thumbs up” to generally approve of the goal one and the associated objectives. There was an overall positive response to the proposed goal.

Discussion moved on to Goal 2, which had most objectives with 9. The overall goal is to deliver system quality. **Brett Ripkin** gave a summary of the preliminary results and said that the number one objective so far is to ensure state of good repair, travel times was 2nd, modernize infrastructure was third, effective dredging program for port was fifth, and reducing freight bottlenecks was 6th. In addition, highway expansion was one of the feedback items that more members would like to see.

Chad Reese, WRA and Maryland State Freight Plan update team member reminded the group that ranking an objective last does not mean it is not critical. There just may be more strategies or implementation for plans ranked 1, 2, or 3 as opposed to objectives ranked 8 or 9.

Bihui Xu, Maryland Department of Planning, mentioned state and federal can address state routes and railroads, but without local partnerships cooperating things cannot be accomplished. She also emphasized partnership with local jurisdictions.

Nicole Katsikides mentioned that truck parking needs space around the port or city, economic development that requires a lot more trucks, local coordination and protecting good space near residential, challenge to maintain a good freight plan. Must find a place to find parking, vital for economic growth for state. Not just delivery or overnight. Local coordination needs to be worked on, possibly more awareness needs to be spread on how mixed-use of land can be good in many ways.

Discussion moved on to Goal 3, initial reactions, ensure rail network can meet with demand was top ranked objective with 35%, next was strengthen short line system, then improve intermodal connections to diversify freight movement. There were talks about SMOG and EV vehicles, and on the environmental justice side of things.

Kipp Snow recommended revising the objective about workforce development to be broader to involve all modes in a better way to reach our goal versus being specific to driver and trucking.

Bihui Xu from Maryland Department of Planning mentioned local airport for SFP whether we should have objectives for airport, also going forward modernizing technology, potentially improve objective #6 for the third goal, there is more to Maryland than Port of Baltimore and BWI Marshall Airport.

Discussion moved on to Goal 4. The objectives to advance policies were first, second was to support GGRA to achieve GHG and the last one was supporting the widespread adoption of EV and innovative technologies.

Louis Campion brought up a suggestion to rephrase objective #2, as in the industry, they have found EV has not moved forward as rapidly as anticipated, which may not align with the freight plan.

Open Forum and Stakeholder Discussion

During the open forum, **Vinn White** (MDOT TSO), gave a brief update on Union Pacific and Norfolk Southern's intention to formally merge. The request to merge with the United States Surface Transportation Board (STB) was initially rejected, but the applicants resubmitted filing in May 2026. If approved, the merger could have significant impacts on the freight system in the United States. In prior rail mergers, state has convened committees to coordinate and support advocacy for state's interests in the rail merger, and MDOT is recommending a similar approach.

Jill Lemke from the Maryland Port Administration mentioned consideration of the federal Maritime Prosperity Zones, under the Restoring American Maritime Dominance EO and new Maritime Action Plan to support shipyards.

Closing Remarks and Next Steps

The meeting closed with MDOT staff emphasizing that the State Freight Plan update will require continued engagement from SFAC members and other stakeholders. Staff encouraged the SFAC members to continue to share the survey until June 15, 2026.

The next meeting is expected around the early- to mid-August timeframe, which will focus on plan review before the plan is finalized for federal submission by the end of August 2026.